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FLD 309

COUNTRY: East Germany

REPORT NO. [REDACTED]

TOPIC: Neuruppin Airfield

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EVALUATION: [REDACTED] PLACE OBTAINED: [REDACTED]

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DATE OF CONTENT: 29 May to 18 July 1953

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REMARKS:

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1. The following air activity and aircraft were observed at Neuruppin airfield between 29 May and 15 July 1953:

29 May to 16 June. There was comparatively little air activity. On 14 June, 22 MiG-15 and U-MiG-15 planes were counted at the field.

17 to 19 June. There was no air activity by swept-back jet fighters, however, landings and take offs were repeatedly made by Yak-14s.

27 June to 2 July. There was regular flying which included local and formation flights.

3 July. There was air activity by swept-back jet fighters during the morning and afternoon. The weather was almost cloudless. Firing at a towed air sleeve was practiced by MiG-15s. After the take off, the towing plane broke out a white air sleeve on a rope which was about 120 meters long. The attacking MiG-15 flew at an altitude of about 3,000 meters and, about 500 to 600 meters above the towing plane, made two attacks from the right rear at an angle of 45 to 60 degrees to the direction of flight of the towing plane and an angle of about 30 degrees. A long burst, apparently fired from two weapons at the same time, was heard on each attack. The sleeve target was released over the field when the attacking plane landed after the second attack. Each towing plane remained aloft until two or three MiG-15s had attacked. Dives were made from an altitude of 3,000 to 4,000 meters. It appeared that the planes winged over on their left wings and then dived at an estimated angle of 50 to 60 degrees over the north eastern edge of the field, apparently without opening the throttle over the northern edge of the field. The planes started to pull out at an altitude of between 500 to 600 meters, sometimes pancaking as far as 200 or even 100 meters above the ground. They climbed at a normal rate of speed toward the west and made three dives each.

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4 July. Between 5:30 a.m. and 6 p.m., aircraft [] practiced flying individually and in elements of twos. There were no clouds.

5 July. There was no air activity throughout the day. The sky was 8/10 overcast.

6 July. Between 7:30 a.m. and 3:30 p.m., flying was practiced by planes, [] being repeatedly aloft. There was a 8/10 to 9/10 overcast. Instrument approaches at beacons were made by Yak-11s, which took off toward the west, then banked to the left, departed toward the east, from where they returned in a light glide of 500 to 600 meters with the engine throttled, and were gliding at an altitude of about 200 meters over the radar set located about 300 meters west of the officers' mess. The planes then headed west, made a left bank for the south, headed east and, from there, made another instrument approach as described above. Each plane made three approach flights. Po-2s practiced flying in formations of twos. At 2 p.m., a total of 21 MiG-15 and U-MiG-15s, 3 Yak-11s and 1 Li-2 were counted at the field.

7 July. Between 3:30 a.m. and 5:30 p.m., there was air activity by MiG-15 and U-MiG-15s, including some with auxiliary fuel tanks, and also activity by Yak-11s and Po-2s.

8 July. Between 8 a.m. and 4 p.m., local flights were made by Yak-11s and Po-2s. There was a closed ceiling with intermittent rain showers. After 9:50 p.m., night flying was conducted. It included firing at towed sleeve targets while searchlights were in operation. Two MiG-15s took off in rapid succession. When the first plane reached the air space northwest of the field, the searchlights were switched on to illuminate the sleeve target which was being towed at an altitude of 4,000 to 5,000 meters. The illuminated sleeve target was subsequently attacked from the right rear by the second MiG-15 which flew higher than the towing plane. Short bursts, apparently fired from two weapons, were heard. The attacking plane sometimes crossed the beams of the searchlights. The attack over, the searchlights were switched off and the two planes headed southeast. The same procedure was repeated from the northwest. This time, the two planes landed after the attack and two other MiG-15s took off. Searchlights involved in the practice included three located in the area between Altruppin and Nietwerder, one north to northwest of Altruppin and one north of the field. The aircraft had their position lights on only at the take-off and landing. Air activity continued until about 3:30 a.m.

9 July. After 7:30 a.m., individual local flights were made by MiG-15 and U-MiG-15 planes, including some with auxiliary fuel tanks. At 7:45 a.m., a Po-2 landed at the field; at 8 a.m., Yak-11s made instrument approaches at beacons; and after 9:45 a.m., MiG-15 and U-MiG-15 planes practiced flying in formations of up to 8 planes. A formation of 8 Migs was observed once. When flying in formations of four, 2 MiG-15s each were echeloned to the right and left aft of the leading plane. The aircraft broke formation for the landing, with the Mig flying to the left aft, being the first to bank to the left, then followed by the second plane on the left, then the lead plane and, last, the aircraft on the right. []

[] Between 9:30 p.m. and 1 a.m., firing at towed sleeve targets was practiced while searchlights were in operation.

10 July. Local flights and dives were made. [] There was a 8/10 to 9/10 overcast. Night flying started at 9 p.m. and was still continued at 10:30 p.m. At 3 a.m. 21 MiG-15s and U-MiG-15s, 3 Yak-11s, 2 Po-2s and

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- ☐ 7. The following air activity and aircraft were observed at the field between 17 June and 18 July:

17 June. In the afternoon, the MiG-15s with their crews were on alert. Two formations of 4 MiG-15s each were parked next to each other, south of the east end of the runway, while the other planes were arranged south of the runway at irregular intervals.

18 and 19 June. The MiG-15s were parked the same way as on 17 June.

15 July. There was little air activity throughout the day. After nightfall, firing at towed sleeve targets was practiced. A twin-engine plane with double rudder assembly and a Li-2 were parked at the field.

16 and 17 July. There was air activity by swept-back jet fighters. On 17 July, a U-MiG-15 with a red rudder assembly was observed at the field.

18 July. Flights were made. 1

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- ☐ 8. On 20 June, 24 MiG-15s and U-MiG-15s were observed at the field. They included 8 with auxiliary fuel tanks at the eastern end of the runway, 16 canvas-covered planes in front of the hangars. In addition, 4 Po-2s were seen in front of a hangar. The crews of the planes parked on the eastern end of the runway sat on the ground next to their planes. On 3 July, 24 MiG-15 and U-MiG-15s, including 4 alert planes, were again observed at the field. During the nights of 8 and 9 July, there was night flying and firing at towed sleeve targets. 1

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- ☐ 9. On 7 July, searchlights, about 100 meters apart, were installed along the eastern extension of the runway on the cemetery. A cable to the lights lay on the road running across the cemetery.
10. In July, a wire line was being laid from the southern section of the field along the garages to the northeast, across the Wittstocker highway and the cemetery. 4
11. After 7 July, a radio installation with one mast, 12 to 15 meters high, was erected along the eastern extension of the runway south of Birkenallee, at the former timber yard. A radio installation had recently been located there. 5
12. The perimeter of the field has been more strictly guarded since about 1 July 1953.
13. On the evening of 13 July, parachute jumps were made over Bechlin from low altitudes.

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1. ☐ Comment. Neuruppin airfield is occupied by a fighter regiment equipped with about 24 MiG-15s. Firing at towed sleeve targets in the beam of searchlights were previously observed in Finow and Alt Lönnewitz ☐

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☐ These exercises are probably made by experienced pilots. It is still unclear whether the towing plane brakes out several sleeve targets, one after the other during the firing practices at daytime. ☐

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- 25X1A 2. [] Comment. The trains probably carried troops to the USSR. The two
shinments were oreviously reported [] 25X1X
- 25X1A 3. [] Comment. This is a SCR-602 Kniferest-type radar set which was previously
25X1 reported [] The PKV-45 DF station has been
25X1 located at the field north of the runway since mid-March 1953.
- 25X1 4. [] Comment. This wire line is reported for the first time. Its farthest
point has not been determined.
- 25X1 5. [] Comment. This radio installation is the inner low frequency approach
beacon.

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1 Pe-2 were counted at the field.

11 July. There was air activity between 9:45 a.m. and 6 p.m., while the sky was 6/10 to 8/10 overcast. MiG-15s, flying in formation of twos and threes, attacked a sleeve target which was being towed by a Pe-2 from the right rear. The attacking planes flew higher than the towing plane and approached at an angle of 40 to 50 degrees and at an angle of slope of 30 to 40 degrees. After the attack, the planes climbed to the left and, subsequently, made a second attack in the same manner. Individual flights were also made throughout the day.

A Li-2 and a Yak-14 landed at the field at 6 p.m. and the Yak-14 took off again at 7:45 p.m., heading southwest.

12 July. There was no air activity.

13 July. Between 8 a.m. and noon, high-altitude flights were made by MiG-15s. Instrument approaches at beacons were made by Yak-11s. There was a 9/10 overcast and, in the afternoon, light rain. A Li-2 approached several times and released parachutists over Bechlin toward the evening. MiG-15s were observed flying in the evening twilights.

14 July. Planes in elements of twos engaged in air activity in the afternoon. There were light rain showers and a closed ceiling.

15 July. Between 11 a.m. and 12:30 p.m., aircraft in elements of twos practiced flying in and above the clouds. 1

2. Between 11 and 14 June, truck convoys repeatedly moved toward the field from the direction of Kraenzlin and Hamburger highway. The trucks carried air force officers and EM with much baggage. On 18 June, two very long trains with troops and field kitchens, but without motor vehicles, had left Neuruppin for Kuestrin during the night of 15 or 16 June. these trains to have been bound for Poland, and Neuruppin to have been the collecting point for the troops who had arrived by truck before they boarded the trains. 2

3. On 22 June, a low wooden building was erected about 300 meters west of the officers club. Next to this building was a radar set at which instrument flights were repeatedly made. The radio installation with four masts, which had been observed north of the runway on 3 July, was removed on 6 July. 3
4. New lighting facilities observed at the field on 6 July included two small ground searchlights, each about 15 cm in diameter and located north and south of the eastern end of the runway, beacon lights along the eastern extension of the runway across the cemetery, as far as the former Baptists home, and, the outermost searchlight, on the roof of the latter building. This new installation, in addition to the runway and boundary lights, was in operation for all take-offs and landings during night flying activity after 6 July.
5. On 6 July, the 8-wire overhead line was completed. It extended just north of the garages along the road to the east as far as Wittstocker highway, crossed this road toward the northeast and followed the road on the cemetery as far as the northeastern fence around the cemetery and along this fence as far as Gents road. 4

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